

Navy OTC Revitalization Draft EIS

Air quality is generally determined by the concentration of harmful pollutants in the air. Common sources of pollution include means of transportation (cars, trains, etc.), manufacturing (factories, refineries), or fumes from human-made materials (building materials or solvents). Natural sources like wildfires and dust can also contribute to air pollution.

Air Quality Impacts

Effects on air quality are based on estimated direct and indirect emissions associated with a project alternative. The analysis considered National Environmental Policy Act (NEPA) impacts related to criteria pollutant emissions, ambient carbon monoxide hot spots, Hazardous Air Pollutant (HAP) emissions, and Greenhouse Gas (GHG) emissions. The analysis also included a conformity applicability analysis to determine compliance of the alternatives with the General Conformity rule.

Under each action alternative, potential air quality impacts would be considered less than significant based on the following:

- **Criteria Pollutants** - The Proposed Action Alternatives' maximum estimated emissions exceed the volatile organic compounds (VOCs) and nitrogen oxides (NOx) annual significance thresholds of 25 tons per year during combined construction and operation beginning in 2035 (Alternative 4), 2038 (Alternative 5), or 2040 (Alternative 3). Further analysis determined these emissions would not contribute to an exceedance of a National Ambient Air Quality Standard. Additionally, emissions

from the Proposed Action Alternatives would not exceed the applicable thresholds for ozone precursors and therefore they would be exempt from the requirements of the General Conformity rule. Several construction and operational design measures are proposed to reduce criteria pollutant emissions.

The General Conformity rule is established under the Clean Air Act and ensures that the actions taken by federal agencies do not interfere with a state's plans to attain and maintain national standards for air quality.

- **Carbon Monoxide Hot Spots** - The project traffic study estimated that the intersection of Rosecrans Street and Sports Arena Boulevard would have the greatest peak hour (rush hour) traffic volume of all signalized study intersections. With the inclusion of project-generated traffic, the afternoon peak hour traffic volume would be much less than the screening threshold of 31,600 vehicles per hour, which would result in less than significant local carbon monoxide impacts.

Hot spots are defined as locations where ambient carbon monoxide concentrations exceed the national ambient air quality standards, as primarily affected by local vehicle emissions.

- **Hazardous Air Pollutants** - HAP emissions from construction and operation would remain well below the significance threshold of 10 tons per year for a single HAP or 25 tons per year for any combination of HAPs, and therefore would produce less than significant health impacts to the public. Several operational design measures are also proposed to reduce the exposure of potential residents of the Navy Old Town Campus (OTC) to external sources of HAP emissions.
- **Greenhouse Gases** - Annual GHG emissions from construction and operation activities would increase relative to the No Action Alternative, and vehicle trips generated by OTC would be the largest contributor to the carbon dioxide equivalent (CO₂e) emissions. The highest increment of CO₂e emissions would occur in the build-out year of 2050. Several operational design measures are also proposed to minimize GHG emissions.

complete list of management practices for air quality. Some of these management practices are listed below:

- Building construction would be based on Leadership in Energy and Environmental Design (LEED) guidelines for energy savings, water efficiency, CO₂ emissions reduction, improved indoor air quality, and stewardship of natural resources. The construction would be third-party verified to achieve a “silver” rating from LEED.
- The project would maximize the use of solar energy through installation of photovoltaic panels, solar water heating systems, or other technologies.
- The project would incorporate sustainable landscape design where feasible.
- Where feasible, the project design would maximize the distance between new residential buildings and the Interstate 5 freeway. The design would incorporate features that reduce the effects of air pollution in residential buildings located within 500 feet of the freeway.

Management Practices, Monitoring Measures, and Potential Mitigation Measures

Based on the analysis in the Draft EIS, no potential mitigation or monitoring measures were identified; however, management practices are warranted to reduce potential air quality impacts. The Draft EIS includes a

Public Comment Period – Your Input Matters

The Navy welcomes your comments on the Draft Environmental Impact Statement. Comments can be submitted in three ways:

1. **Via the website:** www.NAVWAR-revitalization.com
2. **By U.S. mail:**
Navy OTC Revitalization EIS Project Manager
Attention: Ron Bochenek
750 Pacific Highway, Floor 12
San Diego, CA 92132-0058
3. **Provide verbal comments during a virtual public meeting:** June 8 and June 23, 2021

Pursuant to the National Environmental Policy Act of 1969, the Navy has prepared a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental effects associated with modernization of the Navy Old Town Campus to support NAVWAR’s current and future operational readiness. The 60-day public comment period begins May 14, 2021 and ends July 13, 2021. The Navy also encourages comments on historic properties consultation as a part of Section 106 of the National Historic Preservation Act. The Navy welcomes your input.

Public comments must be submitted by July 13, 2021 to be considered in the development of the Final EIS.